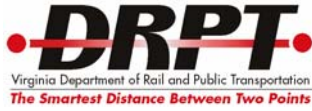


## **REF PROJECT APPLICATION**

**FOR: SEHSR Tier II EIS, Richmond to Raleigh**

**BY: North Carolina Department of Transportation**

Compiled by: David B. Foster, PE, CPM - NCDOT Rail Division  
January 2008



**Rail Enhancement Fund  
Project Application Form**

Internal Use

DRPT Tracking #

Date: **January 23, 2008**

**A. Name of Applicant (Name and Address)**

**North Carolina Department of Transportation**

**Attention: Rail Division**

**1553 MSC**

**Raleigh, NC 27699-1553**

**Applicant type:**

☐ Passenger Railroad

☐ Freight Railroad

☐ Locality

☐ Business

☒ Other State Department of Transportation

**B. Contact Information:**

Responsible Person/Title: Patrick Simmons, Director, NCDOT Rail Division

Telephone: 919-733-7245 x 263 Fax: 919-715-6580 Email: pbsimmons@dot.state.nc.us

Project Manager/Title: David B. Foster, PE, Rail Environmental Programs Manager

Telephone: 919-733-7245 x 266 Fax: 919-715-6580 Email: dbfoster@dot.state.nc.us

**C. Project Title:** Southeast High Speed Rail Tier II EIS, Richmond to Raleigh

**D. Project Location:** (City/County, Rail line, Railroad Mile Post, attach map)

Richmond Main Street Station, down the S-line to Centralia, then following the A-line to Dunlop (Chesterfield County and Colonial Heights), then multiple options through Petersburg to Collier Yard, approximately milepost A-29, then west across the Burgess connector to the old S-line at MP 30, and following the old S-line through Dinwiddie, Brunswick and Mecklenburg Counties in VA, and through Warren, Vance, Franklin and Wake Counties in NC to the Boylan Wye in downtown Raleigh, NC.

**E. Owner of Property/Right-of-Way/Facility/Personal Property:** to be determined

**F. Responsible Party for Continuous Maintenance of Project:** to be determined

## **G. Project Information:**

### **1) Description of Project:**

**Completion of the Draft and Final Tier II Environmental Impact Statement (EIS) and Record of Decision (ROD) for railway and associated highway design in the corridor from Richmond Main Street Station to the downtown area of Raleigh, NC (approx. 162 rail miles, 95 in VA and 67 in NC).**

### **2) Project Objective:**

**Satisfy the requirements of the National Environmental Protection Act (NEPA) for the use of public funds to restore and improve passenger and freight rail service in this important transportation corridor, through incremental improvements utilizing existing rail rights of ways as much as possible. The design will allow a maximum authorized speed of 110 mph for passenger trains and 70 mph for inter-modal freight trains, both using fossil fuel locomotion on conventional tracks with concrete ties. The design also seeks to grade separate rail and highway crossings as much as possible for the safety and long term operational benefits of the system. This environmental document includes the associated highway design work along with the railroad design work in order to insure the long term efficiency and effectiveness of the system and also to qualify for all future federal funding.**

### **3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:**

**The Draft EIS for this corridor received previous funds through the REF, this is the continuation and completion of that earlier work as required by the NEPA process.**

### **4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)**

**-Provide the traveling public, particularly special need populations such as the elderly and the disabled, with improved transportation choices in this corridor;**  
**-Help ease existing and future congestion (air, highway, passenger and freight rail) for people and freight movement within the corridor;**  
**-Improve safety and energy effectiveness within this regional transportation corridor;**  
**-Reduce the overall air quality related emissions per passenger mile traveled within the corridor and for the movement of freight within the corridor;**  
**-Improve the overall transportation efficiency within the corridor through a more balanced movement of people and goods via railways, highways, and airways, with a minimum of environmental impact.**

### **5) Attachment A – Project Data Information Form - See attached**

**H. Type of Project:**

- 1)     \_\_\_ New Construction   \_\_\_ Rehabilitation   \_\_\_ Study
- 2)     \_\_\_ Rail Infrastructure   \_\_\_ Rail Facility/Station  
      \_\_\_ Equipment/Rolling Stock   \_\_\_ Signals/Communication Equipment
- 3)     Other **Environmental Impact Statement**

**I. Application Scope of Work Covers:**

\_\_\_ Entire Project   **X** A Phase of a Multi-Phase Project   \_\_\_ Completion Phase

**J. Project Budget Summary:**

Preliminary Engineering	\$ <b><u>1,450,701.43</u></b>
Environmental Evaluation	\$ <b><u>2,098,786.62</u></b>
Design Engineering	_____
Right of Way Acquisition	_____
Construction	_____
Construction Management	_____
Lease/Acquisition of Equipment	_____
Public Involvement (if applicable)	_____
Other <u>Contingency</u>	\$ <b><u>425,511.95</u></b>
Subtotal Project Budget	\$ <b><u>3,975,000</u></b>
 Total Project Budget	 \$ <b><u>3,975,000</u></b>

**K.** Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

**L.** Rail Enhancement Funds Requested in this Application: \$ **2,345,250**  
**Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.**

**M. Local Match Required by Applicant:     \$ 1,629,750**  
**At least a minimum 30% of Total Project Budget**

**If Overmatch, Provide Percentage   19 %**

**1) Match Breakdown by Source (Including any in-kind match)**

- a. Provider of Local Match North Carolina Department of Transportation
- b. Status (confirmed/anticipated) confirmed
- c. Attach justification for value of in-kind match.

**2) Other Funding Sources Beyond Match Requirement**

- a. Provider of Overmatch Not Applicable
- b. Status (confirmed/anticipated) Not Applicable

**N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.**

- 15 months to August 31, 2009- completion of the Draft EIS, then  
- 4 months to Dec. 31, 2009- completion of public hearings along the corridor for the Draft EIS, then  
- 8 months to August 31, 2010- completion of the Final EIS, then  
- 4 months to Dec. 31, 2010- completion of the Record of Decision

**O. Statement of how this project promotes or does not preclude dual/multi-access use.**

This environmental review clears the way for use of federal and state monies to build a critical section of the federally designated high speed rail corridor for the East Coast. It will allow multiple users in the following formats:

-high speed passenger service with operations open to competition for certain segments (i.e. Amtrak may provide some service, with additional trains operated by other providers between specific city pairs within the corridor  
-conventional passenger service, again with certain trains operated by Amtrak and others  
-commuter passenger service open to competition in the more urbanized portions of the corridor  
-intermodal freight open to competition and leasing options  
-local freight access, again open to competition and leasing options

**P. List additional users of rail line, facility, and/or equipment.**

**-potentially Amtrak, CSX, NS, state sponsored trains, private operators such as Hertzog, and short line railroads operating across and along certain portions of the corridor, as well as commuter operators**

**Q. Identify any possible environmental or other issues/concerns within the scope of this project.**

**-primary concerns relate to the human environment with potential impacts to cultural resources, and noise/vibration**

### **Application and Attachment Certification**

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

**Authorized Signature and Title:**

\_\_\_\_\_  
\_\_\_\_\_  
Date: \_\_\_\_\_

**Required Attachments:**

**1. Attachment A - Project Data Information Form, see attached**

**2. Attachment B - Application Checklist, see attached**

**3. Detailed schedule, cost, and budget, see attached**

**4. Certification of Match:**

**Applicant certifies that the appropriate match money is committed to this project for said project purposes**

**5. Certification of Additive Investment:**

**Applicant certifies that completion of this project will accelerate rail investment in this corridor through the Commonwealth of Virginia**

**6. Statement regarding SWAM participation goals:**

**Applicant agrees to pursue the stated SWAM participation goals (40%) to the maximum extent practicable**

**7. Statement of Public Interest:**

**Applicant concurs that the Commonwealth of Virginia will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation have been mailed under applicant cover to:

Director  
Virginia Department of Rail and Public Transportation  
1313 East Main Street, Suite 300  
Richmond, VA 23219

**Attachment A**  
**Project Data Information Form**

Date: **January 23, 2008**

**Name of Applicant and Project**

**North Carolina Department of Transportation**  
**Southeast High Speed Rail Tier II EIS, Richmond to Raleigh**

**General Instructions:** Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

**Terms:**

**Project Cost and Construction Period:** Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

**Demand Characteristics:** This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

**Steady State Demand:** This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

**Project Impact on Travel Distance:** This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

**Demand Characteristics for a 15-year Performance Period:** This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.



**Attachment A**  
**Form A1 – Project Cost and Construction Period**

**First Construction Year** (for this grant)

**Last Planning Year- 2010**

**Last Construction Year**

Note: For the purposes of the REF Grant, this “project” is the actual Environmental Impact Statement with its associated engineering design.

Year	Total Project COST	Total DRPT COST
Year 1	\$ 1,325,000	\$ 781,750
Year 2	\$ 1,325,000	\$ 781,750
Year 3	\$ 1,325,000	\$ 781,750
Year 4		
Year 5		
<b>Total</b>	<b>\$ 3,975,000</b>	<b>\$ 2,345,250</b>

**Attachment A**  
**Form A3 – Passenger Service – Intercity/Amtrak**

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual Amtrak Passengers (Existing)	Passengers/Year	542,600 base yr.
	Steady State Demand – Additional Amtrak Passengers	Passengers/Year	1,248,000
	First Year Number of Additional Passengers	Passengers/Year	124,800
	Number of Years Until Steady State	Number of Years	10

\*Note: Information is based on the findings of the SEHSR Tier I EIS, and assumes a linear increase in ridership over 10 yrs ( to 2025). It does not include any additional ridership from the Hampton Roads/Norfolk trains

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	Amtrak Passenger Trip Length (Existing)	Miles	281 miles
	Amtrak Passenger Trip Length (After Project Completion)	Miles	267 miles
	Amtrak Travel Time Per Trip (Existing)	Minutes	366.5 minutes
	Amtrak Travel Time Per Trip (After Project Completion)	Minutes	188.5 minutes

**-Trip length is annual passenger miles divided by # of annual passengers**  
**-Travel time assumes an existing average speed of 46 mph (based on current data), and an after completion average speed of 85 mph (based on improved design)**

**Attachment A**  
**Form A5 – Demand Characteristics for 15-Year Performance Period**

Performance Year	Performance Value*
1	Final design & construct.
2	Final design & construct.
3	Final design & construct.
4	Final design & construct.
5	Final design & construct. Base ridership=542,600
6	124,800 addl. Pass.
7	249,600 addl. Pass.
8	374,400 addl. Pass.
9	499,200 addl. Pass.
10	624,000 addl. Pass.
14	748,800 addl. Pass.
12	873,600 addl. Pass.
13	998,400 addl. Pass.
14	1,123,200 addl. Pass.
15	1,248,000 addl. Pass.
Total	6,864,000 addl. Pass.

\* For Freight Service Projects – car loads or containers per year  
For Inter-City / Amtrak Passenger Projects – passengers per year  
For Commuter / VRE Passenger Projects – passengers per year

**-assumes linear growth in ridership**  
**-does not include Hampton Road trains**  
**-assumes 4 round trips daily along SEHSR through VA**

**Note: For purposes of the REF grant, only benefits from passenger service are being assessed. It should be noted that considerable benefits are also anticipated from restored and improved freight rail service over the new system**



**Attachment B**  
**Rail Enhancement Fund**  
**Project Application Checklist**

Internal Use
DRPT Tracking #

Date: **January 23, 2008**

**Name of Applicant and Project:**

**North Carolina Department of Transportation**  
**Southeast High Speed Rail Tier II EIS, Richmond to Raleigh**

**Checklist for Application**

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes                      ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes                      ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ Yes                      ☐ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ Yes                      ☐ No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☒ Yes                      ☐ No

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ Yes                      ☐ No

## **Attachment C**

### **Schedule, Cost/Task List, Scope/Assumptions**

Compiled by: David B. Foster, PE, CPM - NCDOT Rail Division  
January 2008